lines are utilising about 42 per cent of their total entitlements **and 44** foreign carriers are together utilising about 66 per cent of total international entitlements to India. **The** bilateral entitlements are negotiated on the basis of potential **traffic** between the contracting states but the deployment of services depends upon the current actual traffic and other operational constraints. Under utilisation i'.>; entitlements dctes not, per se, ises.

The Indian Carriers are t)i$_0$

(d)
taking

entitlemer

rapa

(ii)

venti
and

(a)
to intro
Rajastnan,

(b)
would exa
Air link
help both
pilgrimag

following measures to increase the utilisation of bilateral ■ its: -

(„' By wet leasing of aircraft **:ity.**

Better scheduling of flights.

(iii) Through operation of Joint ire flights between themselves ■' ■ with other carriars.

Air Service to **Ajmer**

312 SHRI K. RAHMAN KHAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

i whether there is any proposal duce Air service to Ajmer in as it is an important Filer'-- Centre in the country; and

if not, whether Government ■ mine the proposal, as the to this important Centre will national and international . to visit Ajmer?

THE MINISTER OF CIVIL AVIATION AND TOURISM **(SHRI** GHULAM NABI AZAD): (a) and (fo) No. Sir, Indian Airlines regular scheduled air services to/from Jaipur which is in close proirimity of Ajmer. The runway available at Aimer is not fit for operation I available with the Indian Private Operators are however, free to operate to **any** staticn open for schedule operations.

Air India's share

313. SHRI VIREN J. SHAH: Will the Minister of CIVIL AVIATION AND TOURISM **lee** , pleased to state:

(a) whether the Air India's share in the Indian outbound market has been continuously shrinking year after year;

(b) i' so, what was Air India's share in the Indian outbound market -.: the years 1985, 1991 and 1993 and what are th$_e$ reasons fo$_r$ this Shrinkage;

(c) whether Air India utilizes its modern fleet for just five hours a day as against 10 hours needed to! break even, if so, what are the reasons therefor;

(d) how much profits were earned by Air India during each of the **last** years; and

(£■) what, steps Government have taken or propose to take to improve the working of Air India, particularly when there is a stiff competition from the foreign airlines?

THE MINISTER OF CIVIL AVIATION AND TOURISM **(SHRI** GHULAM NABI AZAD): (a) and (b) The share of Air India in Indian air market (passenger carriage) was 26.1 per cent in 1985, 22.5 per cent in 1991 and 20.4 per cent in i 1993. This declining trend can be attributed to the capacity constraints of Ai^ India and the increased capacity deployeyd by foreign carriers in | the Indian market.

(c) No. Sir. Boeing 747-400 aircraft j of Air India are being utilised for an average V'.4 hours Per day.

(d) Ne* profit earned by Air India ! during the last three years is as under:

Year	Net Profit (Rs. in crores)
1991-92	145.89
1992-93	333.14
1993-94	201.90